



# LOCAL NOTICE TO MARINERS

U.S. Department of Transportation

United States Coast Guard



## WEEKLY SUPPLEMENT – JANUARY 2000

~Navigation Information Service (NIS)~  
Watchstander, 24 hours a day at (703) 313-5900  
~Navcen Internet Address~  
“<http://www.navcen.uscg.mil>” or “<ftp://ftp.navcen.uscg.mil>”  
~Local Notice to Mariners~  
“<http://www.navcen.uscg.mil/lnm>”

Issued by: Commander (mon)  
Seventeenth Coast Guard District  
PO Box 25517  
Juneau, AK 99802-5517

Telephone: (907) 463-2269 (0800-1600)  
After Hours: (907) 463-2004 (1600-0800)  
Facsimile: (907) 463-2273  
E-mail: “[lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil)”

Questions, comments or additional information on this Local Notice to Mariners or the Local Notice to Mariners mailing list (additions, deletions, corrections) should be sent to the address above or by e-mail to: “[lnm@cgalaska.uscg.mil](mailto:lnm@cgalaska.uscg.mil)”. For faster service, you can get the U.S. Coast Guard 17th District's Local Notice to Mariners via the Internet directly from the U.S. Coast Guard Navigation Center web site at “<http://www.navcen.uscg.mil/lnm>” or to get on our electronic mailing list and receive a *Microsoft Word* copy of the Local Notice to Mariners, send requests to the standard mail address above or by e-mail.

**REFERENCES:** Light List, Vol. VI, Pacific Coast and Pacific Islands, 1999 Edition (COMDTPUB P16502.6).  
U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, 23rd Edition.  
U.S. Coast Pilot 9, Pacific and Arctic Coasts Alaska: Cape Spencer to Beaufort Sea, 19th Edition.

### BROADCAST NOTICE TO MARINERS

Navigation information previously promulgated by Broadcast Notice to Mariners 369/99 through 023/00 and still in effect is included in this notice.

### USE OF THE LOCAL NOTICE TO MARINERS

The Weekly Supplemental editions contain new information available subsequent to the issue of the Monthly edition. To ensure having complete information concerning the waterways of the Seventeenth Coast Guard District, consult previous Monthly edition's dated for the first Tuesday of each month.

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## I SPECIAL NOTICES

### LATEST EDITIONS OF NAUTICAL CHARTS AND MISCELLANEOUS MAPS

The Dates of Latest Editions, Nautical Charts and Miscellaneous Maps, dated January 1, 2000, published by the National Ocean Service, is available for issue. It may be obtained free from the Distribution Division, N/ACC3, National Ocean Service, 6501 Lafayette Avenue, Riverdale, MD, 20737-1199. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and newly established prices for most of the publications listed.

### AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site:  
<http://chartmaker.ncd.noaa.gov>

This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their Local Notice To Mariners (LNM) and Notice To Mariners (NM) respectively. Additionally, updates to the United States Coast Pilot, Volumes 1-9, are posted on this web site.

This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

### BRIDGE TO BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge-to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the vessel bridge-to-bridge navigation channel 13 (channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the channel 13/67 watch by a distress call on channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling channel 70, should either not be used or have that disruption feature disabled.

LOCAL NOTICE TO MARINERS ON THE INTERNET AT "www.navcen.uscg.mil/lnm/d17"

**I SPECIAL NOTICES (Cont)**

**ALASKA – MEDIUM FREQUENCY DIGITAL SELECTIVE CALLING**

Medium Frequency (MF) Digital Selective Calling (DSC) operations at Coast Guard Group Astoria OR are temporarily discontinued while undergoing system upgrades. The following stations will continue to test MF DSC operations during this period: Honolulu HI (NMO), Kodiak AK (NOJ), Pt Reyes CA (NMC). Questions can be directed to LT Charles Pugh at (202) 267-6598.

**ALASKA – COOK INLET – NORTHERN PART – BATHYMETRIC SURVEY OPERATION**

Racal Pelagos Inc. will be conducting bathymetric surveys in upper Cook Inlet. The operation will commence on 27 April 1999 and will continue to the year 2000. During the operation the R/V Davidson will be anchored between the navigation fairways in approximate position 61°05.5'N 150°34.0'W to support the survey crews. The R/V Davidson will be monitoring Marine bands channel 13 and 16 VHF-FM.

**ALASKA – PACIFIC OCEAN - HIGH SEAS DRIFTNET (HSDN) ACTIVITY**

In 1991 the United Nations passed resolution 46/215 prohibiting the use of large scale driftnets on the high seas, world wide. The U.S. Congress subsequently passed the High Seas Driftnet Enforcement Act, establishing prohibitions and sanctions against the use of driftnets. HSDN and vessel characteristics: HSDN vessels characteristics are similar to foreign squid vessels and long liners with a working deck forward of the superstructure amidships. The most distinguishing characteristic of a HSDN vessel is the large tube running from the working deck amidships to the net bin aft. HSDN vessels are typically 30 to 40 meters (100 to 150 feet) in length. HSDN vessels typically operate seaward of the U.S. 200 NM Exclusive Economic Zone. Other characteristics include extra bags of net piled about the decks, net marker buoys on the open side of the working deck. When identifying HSDN vessels please note if there is a flag flying and any name or numbers on the hull. Driftnets in the water will have white and yellow floats and a large round buoy marking both ends. Nets in excess of 2.5 km (1.5 miles) are illegal. Pictures identifying HSDN vessels characteristics can be provided upon request at (510) 437-3700 or Telex 172343. Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing.

**ALASKA – RESURRECTION BAY – SUBSURFACE OCEANOGRAPHIC INSTRUMENTATION MOORING – FISHING GEAR HAZARD**

As of March 20, 1998 a subsurface oceanographic instrument mooring has been permanently deployed in Resurrection Bay in position: 59°51'06.5"N 149°29'54.0"W. This mooring extends to within 50 feet of the surface and will foul fishing gear. The mooring measures ocean temperatures and salinities to support fisheries research and to monitor changes in the ocean environment. It is recommended that vessels engaged in fishing stay 1/4 mile away from the moorings position. For more information contact: Tom Smith or A. J. Paul at the University of Alaska, Seward Marine Station: (907) 224-5261.  
( See Enclosure # 1 in LNM 19/98 )

**ALASKA – YAKUTAT – PILOTING ENDORSMENT FOR MONTE BAY**

The requirements for a First Class Pilots license for Monte Bay in Yakutat has been updated. For information on the requirements please contact LT Achenbach at (907)463-2455, or Petty Office Gross at (907)463-2458.

**SAFETY ALERT –IMMERSION SUIT WARNING**

Mariners with immersion suits that have inflatable bladders that are laminated to the back of their suits should be watchful for a potential problem w/bladder delamination. We recommend you examine your immersion suits. If you note this particular type of delamination on your suit. You should contact your nearest immersion suit service center or contact MSOJUNEAU 907-463-2448 for adtl. info.

**SPECIAL YEAR 2000 (Y2K) VESSEL REPORTING REQUIREMENTS**

In accordance with Title 33, Code of Federal Regulations, Part 160; effective from July 23, 1999 through March 31, 2000, Vessels owned in the United States and foreign flag vessels (except; Recreational vessels under 46 USC 4301 et seq.; Public vessels; Uninspected commercial fishing vessels; Uninspected barges; Foreign flag vessels engaged in innocent passage; and Uninspected passenger vessels) operating on waters subject to the jurisdiction of the U.S. between August 1, 1999, and March 31, 2000; Vessels owned in the United States and foreign flag vessels engaged in lightering operations under part 156 of Title 33, on the navigable waters of the United States or in the marine environment; and Vessels inspected under Chapter 33 of Title 46 USC, are subject to the reporting requirements:

The required forms and instructions can be found as Enclosure 1 in Local Notice to Mariners 28 of 1999, or contact nearest Captain of the Port (COTP) for further guidance, or visit the Coast Guard web site at <http://www.uscg.mil/>.

**ALASKA SOUTH CENTRAL - COOK INLET - KNIK ARM - SUNKEN DECK BARGE**

In January, 1999, the deck barge RENEW broke free from it's mooring and grounded on a mud flat in the upper reaches of Knik Arm, Cook Inlet. In May, 1999, the barge was severely damaged by ice migrating out of Knik Arm and sunk at the following location: 61 25.19N Latitude, 149 38.13W Longitude. The barge is currently/permanently located at the terminal end of a narrow channel that runs up into the mudflat. At MLT the barge is completely visible, sitting in <1 foot of water. At MHT the barge is almost completely submerged, a single 8" diameter black stanchion is the only part of the barge that is visible at high tide. The barge originally measured 113' X 29'. In its current condition, vessel debris may cover a larger area. Mariners are requested to use extreme caution when transiting this area. If you have any questions or concerns regarding this barge contact U.S. Coast Guard Marine Safety Office Anchorage at (907) 271-6700.

**ALASKA- GLOBAL POSITIONING SYSTEM (GPS)-**

The Coast Guard requests comments regarding actual or potential interference to Global Positioning System (GPS)-based maritime navigation systems, caused by Mobile Satellite Service (MSS) telephones and other electronic devices on vessels. To obtain a copy of the Federal Register Notice that requests specific comments on this issue, contact the U.S. Coast Guard Hotline at 1-(800) 368-5647 or view the notice on the internet at [www.uscgboating.org](http://www.uscgboating.org).

**ALASKA- NORTH SLOPE**

The artificial gravel island, Duck Island #3, located along the Arctic Coast in Stefanson Sound, in position 70-19-27.67N, 147-47-21.12W, has eroded and has become a submerged shoal. "

LOCAL NOTICE TO MARINERS ON THE INTERNET AT "www.navcen.uscg.mil/lnm/d17"

**I SPECIAL NOTICES (Cont)**

**PUBLICATION - NOS - NEW EDITION OF THE COAST PILOT**

PUBLICATION--National Ocean Service--U.S. Coast Pilot 8, Pacific Coast Alaska: Dixon Entrance to Cape Spencer, Twenty-Third Edition, is ready for issue and may be obtained from

Distribution Division N/ACC3,  
National Ocean Service,  
6501 Lafayette Avenue,  
Riverdale, MD 20737-1199,

and authorized sales agents of the National Ocean Service. Price \$24.00.

The 1999 Edition cancels the preceding 1996 Edition.

All corrections to the previous edition issued in Notices to Mariners are incorporated in this edition.

Mariners are encouraged to use the convenient "RECORD OF CHANGES" form on Page VI of this book. All Coast Pilot changes published in the U.S. Coast Guard Local Notice to Mariners, National Imagery and Mapping Agency Notice to Mariners, and on the Internet at <http://critcorr.ncd.noaa.gov/> are serially numbered (i.e., Change No. 1, Change No. 2, etc.) to assist you in tracking the changes.

**YEAR 2000 (Y2K) EVENT STATEMENT FOR LORAN-C AND DGPS**

1. Users are advised that the USCG expects that the Coast Guard's two radionavigation services, Loran-C and DGPS, will be functioning properly on key dates associated with the Year 2000 (Y2K) problem. All necessary measures are being taken to prepare these systems for the transition. Users are cautioned, however, that due to the unusual nature of Y2K problems, no system is immune to disruptions during the key transition dates. For this reason, all users are strongly urged to have well thought out contingency plans to revert to should one of these systems be disrupted, either due to its own failure, or due to the failure of supporting infrastructure services, or hardware, such as the receivers used in either system.

2. The Y2K computer problem is not restricted to the transition from 31 December 1999 to 01 January 2000. Outlined below are four Y2K transition periods of interest, which are collectively referred to as the Y2K problem:

Event	Transition Period
a. GPS End of Week rollover	21 Aug 1999 22 Aug 1999
b. End of File/Program Termination (9999 issue)	08 Sep 1999 09 Sep 1999
c. Year 2000 Rollover	31 Dec 1999 01 Jan 2000
d. Leap Year Rollover	28 Feb 2000 29 Feb 2000

3. Users are advised that disruptions to Loran-C and DGPS services could occur during these transition periods. The U. S. Coast Guard is currently testing these systems and is taking collective measures to ensure that they will operate properly during transition periods.

4. Users are further advised that there are ancillary systems/services that support the Loran-C and DGPS services such as commercial power, voice, and data communication networks, over which the Coast Guard has limited or no control. A failure of one or more of these ancillary systems/services could also affect radionavigation service during transition periods.

5. Users should be aware that receivers and applications, such as electronic charting systems, might also experience difficulties during transition periods. Users are advised to contact manufacturers of their receivers and applications to determine if they will operate properly during transition periods.

6. Questions or comments should be referred to the Coast Guard Navigation Center (NAVCEN) at (703) 313-5900. Additional information can also be found at the NAVCEN Web Site at <http://www.navcen.uscg.mil/>

**ALASKA - COOK INLET - CAUTION**

Significant changes in sea level have been observed in Cook Inlet. Actual depths may be shallower than charted. Differences of up to 1/4 fathom can be expected. Mariners are urged to exercise caution when navigating in this area. (See Encl 1 to Local Notice to Mariners 42 of 1999.)

**ALASKA - MARINE WEATHER CHART**

November 1999 - Marine Weather Services Chart (MSC) 15, covering the waters of Alaska, has been printed. Cost: \$1.25. It includes broadcast schedules of radio stations, National Weather Service office telephone numbers and locations of weather observation sites. It is available from our offices in Riverdale and also from your local authorized NOS chart dealer.

**ALASKA - KODIAK ISLAND AND VICINITY - GEOGRAPHICAL CHANGES FROM DECEMBER 6, 1999 EARTHQUAKE**

Mariners are urged to use caution while in and around all Kodiak Island coastal waters due to recent possible earthquake induced changes in depths and rock formations. Marine Safety Detachment Kodiak, AK, has received reports of landslides and geographical changes in the area of Middle Cape, Cape Iklolik, Tombstone Rocks and Outer Seal Rock on Kodiak Islands SW side. Other areas may also be effected. The seismic activity may have possibly caused depth changes and new rock formations resulting in closing or altering island passes previously navigable to mariners.

**ALASKA - AKUTAN**

Trident Seafoods will be moving a large spherical, mooring buoy from Beaver Inlet to Akutan. The mooring buoy will be in position on or about 14 January 2000, in position 57-07.66 N, 165-45W. Trident Seafood's point of contact on this matter is Allen Kimball at (206) 783-3818.

**GUSTAVUS-DGPS-OFF AIR**

Gustavus DGPS site will be off air for maintenance during the following time period:

1900z to 2100z on 14 February 2000.

**BIORKA ISLAND-DGPS-OFF AIR**

Biorka Island DGPS site will be off air for maintenance during the following time period:

1900z to 2100z on 10 February 2000.

**ANNETTE ISLAND-DGPS-OFF AIR**

Annette Island DGPS site will be off air for maintenance during the following time period:

1900z to 2100z on 08 February 2000.

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LOCAL NOTICE TO MARINERS ON THE INTERNET AT “[www.navcen.uscg.mil/lnm/d17](http://www.navcen.uscg.mil/lnm/d17)”

**II DISCREPANCIES – DISCREPANCIES CORRECTED**

**WARNING:** Mariners are cautioned that portions of destroyed structures may remain visible or may be submerged.

Abbreviations normally used in the Local Notice to Mariners are as follows:

**LNLM** – Local Notice to Mariners

**TLB** – Temporary Lighted Buoy

**TDBN** – Temporary Daybeacon

**DISCREPANCIES**

**BNM** – Broadcast Notice to Mariners

**TRLB** – Temporarily Replaced by Lighted Buoy

**TRUB** – Temporarily Replaced by Unlighted Buoy

**TUB** – Temporary Unlighted Buoy

LLNR	NAME OF AID	STATUS	CHART	BNM	LNLM
24095	Freshwater Bay Daybeacon 5	Destroyed	17300	369/99	41/99

**DISCREPANCIES/PRIVATE AIDS**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNLM
NONE					

**DISCREPANCIES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNLM
NONE					

**III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED**

**TEMPORARY CHANGES**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNLM
25695	Tatitlek Narrows Daybeacon “8”	TRUB	16708	044/99	05/99
26250	Anchor Point Light	FL W 5s 12M	16645	437/96	30/97

**TEMPORARY CHANGES CORRECTED**

LLNR	NAME OF AID	STATUS	CHART	BNM	LNLM
NONE					

**IV CHART CORRECTIONS**

**16062** 7th Ed. 10/12/96 Last LNM 33/98

**NAD 83**

(CGD 17)

04/00

AK – Jones Island and approaches

Add: Obstruction 2 foot, shoal

at

70°32'12.8"N 149°41'46.4"W

**V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Prince William Sound. The study focuses on the area's aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer  
USCGC Sweetbrier (WLB 405)  
Cordova, AK 99574  
Attn: prince William Sound WAMS Officer  
(907)424-3434

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of Kodiak Harbor and King Cove. The study focuses on the areas, aids to navigation, port/harbor resources, capabilities and future development projects. Any interested company or individual wishing to provide comments or participate in a user survey, should contact:

Commanding Officer  
USCGC FIREBUSH (WLB 393)  
PO Box 190653  
Kodiak, AK 99619-0653  
Attn: WAMS Officer  
(907) 487-5830

The Coast Guard is currently conducting a Waterways Analysis and Management System study of the Dutch Harbor/Unalaska waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, and future development projects. The Coast Guard currently has a list of possible changes to the current aids to navigation system and seeks user feedback. Replies are requested by February 15th. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

USCGC IRONWOOD  
P.O. Box 190651  
Kodiak, AK 99619-0651  
Attn: ENS Andy Meyers

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(907) 487-5344

LOCAL NOTICE TO MARINERS ON THE INTERNET AT “[www.navcen.uscg.mil/lnm/d17](http://www.navcen.uscg.mil/lnm/d17)”

**V ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION (Cont)**

The Coast Guard is currently conducting a Waterways Analysis and Management System study of the Adak waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, and future development projects. The Coast Guard currently has a list of possible changes to the current aids to navigation system and seeks user feedback. Replies are requested by February 15th. Any interested company or individual wishing to provide comments or participate in a user survey should contact:

USCGC IRONWOOD  
P.O. Box 190651  
Kodiak, AK 99619-0651  
Attn: ENS Andy Meyers  
(907) 487-5344

**VI PROPOSED CHANGES TO AIDS TO NAVIGATION**

NONE

**VII GENERAL**

**ALASKA - KAKE – PORTAGE COVE CONSTRUCTION (56-57N 133-55W)**

Construction of 1200 foot long rock breakwater is continuing to the north of the existing small boat harbor. The construction area should be avoided at all times. Mariners be advised of construction equipment in the area on anchor wires, do not approach. The anchor buoys are painted yellow and have reflective markings. Shoaling will occur shoreward (North) of the entrance buoy # 13 directly adjacent to the existing harbor. Do not transit North of the buoy as large rocks is placed daily and may not be visible. Please do not anchor or set pots in the path of the barges and tug between the project site and the loading dock SE of the harbor. Be aware of yellow painted steel anchor buoys in the area. Mariners are advised to exercise extreme caution when operating near Kake Harbor from July 1998 through July 2001. For more information contact Kake Tribal Logging and Timber at (907)785-3716, or (907) 785-3380, or Corps. Of Engineers Project Office at (907) 785-3375.

**ALASKA – KING COVE – HARBOR CONSTRUCTION**

Red Samm Construction, Inc will be starting the construction of a new harbor in King Cove, Alaska on the 15th of June, 1999. The new harbor is located 2000ft to the south of the existing harbor. Red Samm will have the work barge "Susitna" anchored in the vicinity of the new harbor for placement of rock. A rock barge will be moored along side the "Susitna". Rock will be dumped in place using a crane onboard the "Susitna". When the rock barge is emptied, it will be tied to an anchor buoy. Red Samm will be placing a 18,000lb barge mooring out of the way of general harbor traffic. The mooring will be marked with a 4' diameter white buoy with a flashing light. The tug "Gale Wind" will be hauling the rock barges to and from King Cove. Rock placement should be completed by the end of September 1999. Work on the project will cease until Spring 2000.

**PACIFIC AREA MARITIME Y2K WEBSITE**

US Coast Guard Pacific Area has developed a website regarding Y2K as it effects the maritime community. The four main topics of interest are: 1. Discussion of CG Contingency Planning efforts 2. Active links to navigation and communications equipment manufacturers with data on what equipment is Y2K compliant and what is not. 3. Best Practices/Lessons Learned from companies and the CG on what could happen to computer systems at Y2K. 4. "How to" Contingency Planning information for companies wishing to minimize any impacts to their operations. Mariners are encouraged to visit the website to see how the Y2K problem could affect them. If you do not have access to the internet please mail you request for a paper copy to: Commander (oan), Eleventh Coast Guard District, Building 50-6, Coast Guard Island, Alameda, CA 94501-5100, Attn: QM1 Michael Carlson. The website address is: <http://www.uscg.mil/pacarea/pm/y2k/welcome.htm>

**MARINE EVENT**

Alaska-Southeast-waters in and around Wrangell, AK. The Wrangell chamber of commerce will be conducting their annual king salmon derby from May 13, 2000 to June 11, 2000. There will be a estimated 1000 vessels participating in the event, ranging from 16 feet to 60 feet in length. All vessels are urged to exercise caution while transiting the area.

**VIII LIGHT LIST CORRECTIONS**

None

**IX ADDITIONAL ENCLOSURES**

NONE

**NOTE:** (As of this time, Chartlets shown as an enclosure are not available in the electronic version of the “Local Notice to Mariners”, paper copy only.)  
(Chartlets included in the “Local Notice to Mariners” are for **information only** and are not to be used in any way for directly navigating upon.)

J. T. Potdevin  
Chief, Aids to Navigation Branch  
Seventeenth Coast Guard District



Operational Excellence Through Leadership, Teamwork,  
And Continuous Improvement

